

# ARUBA NEWS

VOL. 6, No. 11

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AUGUST 31, 1945

## NAMES IN THE NEWS

Eugene Holman, president of S.O. Co. (N.J.) is interviewed by reporters at La Guardia Field, New York, on his return from Europe after a war-damage survey. Mr. Holman stated that no accurate estimate could be made until more detailed examination is made. "Damage to filling stations, bulk plants, and warehouses was not nearly as great as we had anticipated," he reported, "but refineries were pretty well damaged in all countries".



With concentration stamped on their faces, two aspirants to the Training Division's apprentice training program labor over their problem in one of the many aptitude tests taken on Aug. 7 for entrance into the course. This year 140 boys were tested for the 1945 program with approximately 65 per cent being chosen. The lads have been taking medical examinations for the past two weeks and will be ready to start classes on September 1.



These interested faces are watching something unheard-of only a short time ago — dousing a lighted cigar in aviation gasoline. The ash tray contains a sample of the Company's new safety fuel. Demonstrating its safety are Margaret Dorian and H. L. Thwaites, Esso Laboratories employees. (See page 4 for more about this great advance in petroleum technology).



Come out from behind that steak! The face almost hidden in this very-unposed portrait is that of Roy Stickel, Training Division supervisor, taken unawares at a recent picnic.

## Dos dia di Fiesta a introduci Celebración di Paz

Servicionan na Iglesiasnan, paradanan sin preparación, klapchinan y acción di gracias general a introduci paz di mundo cu victoria riba Japon, ora cu hendenan di Lago a celebra, durante dianan 15 y 16 di Agosto.

E pito grandi di Powerhouse, cu tabata cla durante varios anjanan pa pita alarma en caso di un ataque di enemigo, a pita pa anuncia victoria final y na e nes tempo principio di dos dia di fiesta. Celebracion tabata nificá alegría vuable pa algun y pa otronan acción di gracias reverente. Empleadonan di Lago cu produci poderosamente pa guerra, a bolbe dos dia despues pa sigui produci.

Awor, sinembargo, ta pa un mundo cu por fin despues di 6 anja ta na paz atrobe.

## V-J Day Marked by All-Time Record in Crude Throughput

Producing for victory up to the moment that victory was clinched, Lago employees set a new production record on the day that Japan gave up.

For the 24 hours ending on the morning of the peace announcement August 14, a total of 359,481 barrels of crude was processed, an all-time production record for this refinery and probably for any refinery in the world. The previous record had been 351,221 barrels, on July 24 of this year.

In shipments as well as production, the end of war saw operations at a peak. In the six days previous to V-J Day, Marine and R. & S. forces loaded 26 ships for a total of 2,261,474 barrels of all products. Of this huge quantity (94,981,908 gallons), a total of 1,793,000 barrels was fuel oil, all-important to the marine operations of the Pacific.

## Peace Ushered In With Two-Day Holiday

Church services, impromptu parades, firecrackers, and general thanksgiving here ushered in the world's return to peace with victory over the Japanese, as Lagoites celebrated with holidays August 15 and 16.

The big Powerhouse whistle, which for several years had been ready to sound the alarm in case of an enemy attack, instead sounded the announcement of final victory, at the same time signalling the start of a two-day holiday.

Celebration ranged from lighthearted joy to reverent thanksgiving that the conflict was over. Lagoites, who had produced mightily for war, came back two days later to go on producing.

Now, however, it was for a world which, for the first time in nearly six years, was at peace.

## Lago Employing Former Soldiers As Demobilization Progresses

With the gradual demobilization of military forces stationed at the Sabana-ta army camp (now being done at the rate of approximately 150 per month) the Company has been offering employment to discharged soldiers in recent weeks.

Over 90 have started work, with about one-third of that number being former employees who were on military leave of absence.

The men are interviewed individually, and new records are made so that skills they may have acquired in the army can be utilized. Every effort is made to cut red tape and give them work as soon as possible, and they are being given priority on available jobs within their abilities.

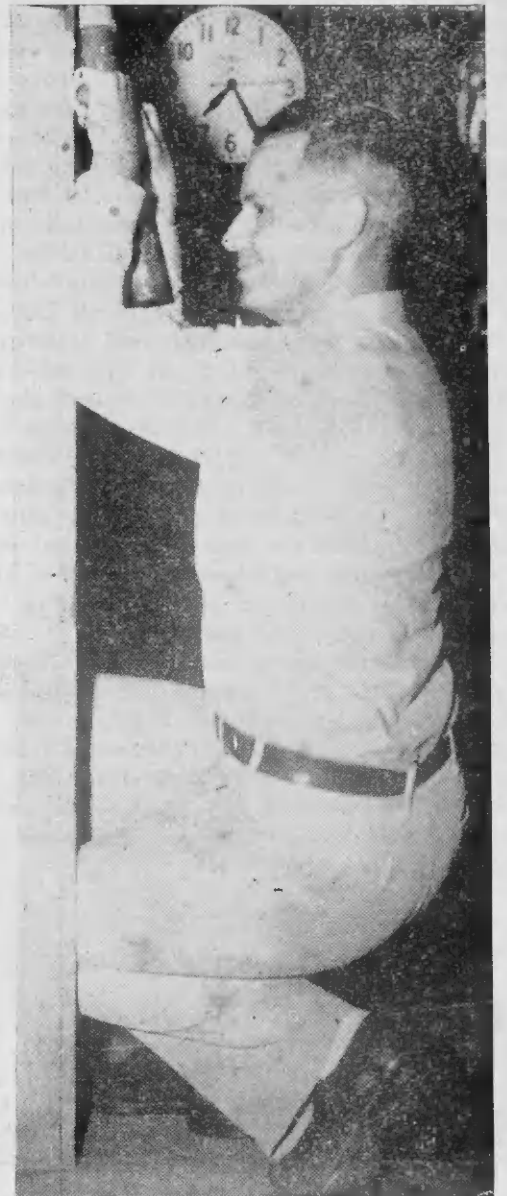
It is expected that several hundred more of the soldiers will be offered employment in the next two months.

## Heights Elects New Committee

With over 94 per cent of those eligible casting ballots, Lago Heights elected a new seven-man Advisory Committee August 22, to serve for the coming year.

Those selected to consult with Management on Heights problems and to organize the district's social and sports functions are:

**Householders** H. de Vries, F. da Silva, and J. W. Arrias.  
**Bachelors (boarders)** L. H. Bruce, J. P. Branch  
**Bachelors (non-boarders)** A. Texeira, C. Hunte.



To Tom Evans, operator at Powerhouse No. 1, went the privilege of blowing the victory whistle which here signalled the end of Japan as fighting force. The date: August 14, 1945; the time, 7:25 p.m. (Note: Tom isn't in that position because he's resting. It takes a hefty sustained pull at the control to set off the big blast of steam). Below, the Powerhouse's auxiliary whistle, blown by Alfred Bishop, adds its note to the din.

Tom Evans, operator na Powerhouse No. 1, tabata tin e privilegio di pita e pito di Victoria, cu a sinjalá fin di Japon como Fuerza di Guerra. Aki bao, e pito auxiliar di Powerhouse, cu Alfred Bishop a pita pa yuda sinjala victoria.





# ARUBA **Esso** NEWS

PUBLISHED AT ARUBA, N.W.I., BY THE  
LAGO OIL & TRANSPORT CO., LTD.

## UNITED NATIONS VICTORY

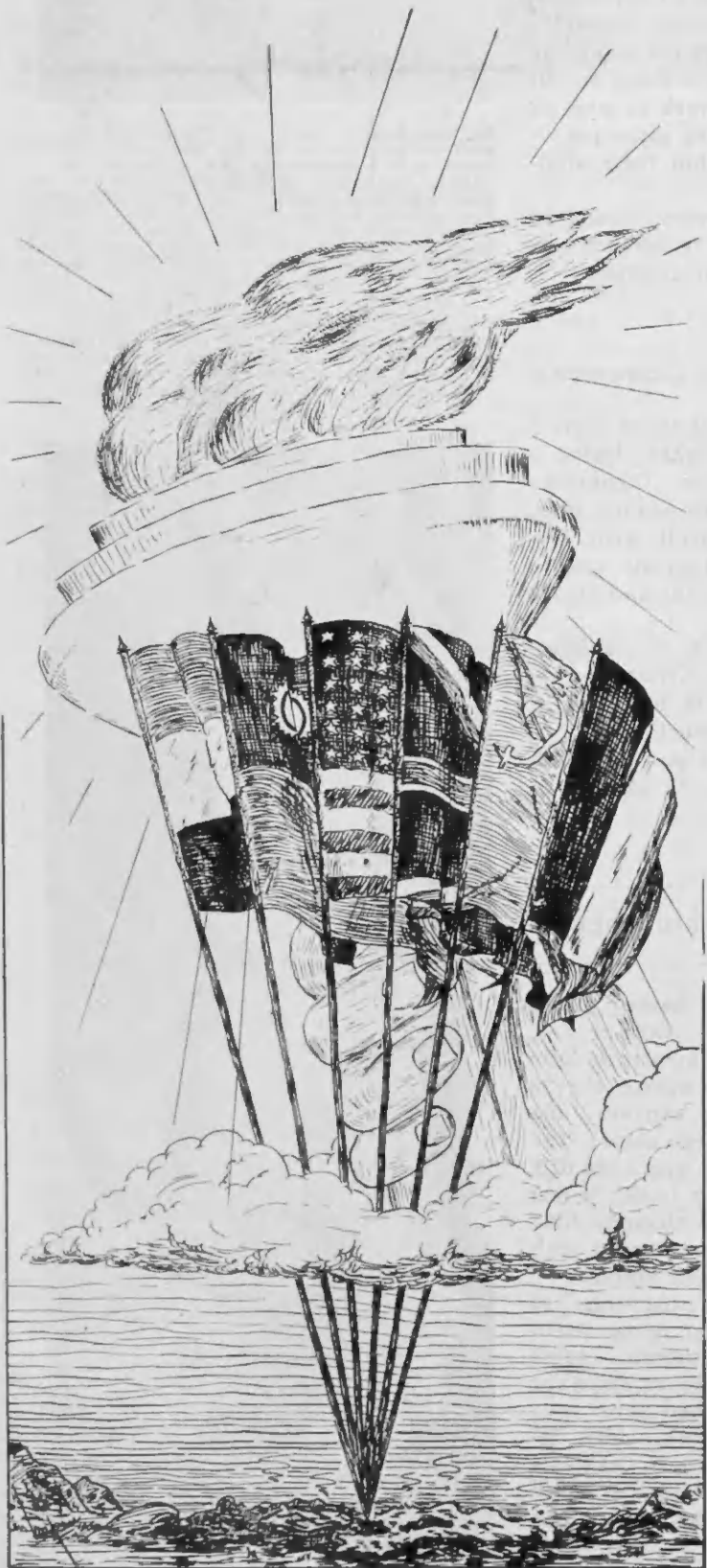
Peace has come once again to the World. The spontaneous celebration here, starting the evening of August 14, was indicative of the way everyone felt. The tension was relaxed; no longer did we feel the urgency of providing oil for the machines of war, or the apprehension for the safety of our dear ones in battle. The Armed Forces of Evil have finally been subdued. A new era opens before us.

The employees of the Lago Refinery and Fleet can be proud of their part in the Victory. We had our dark hours, both figuratively and literally, when it seemed that all our efforts were being frustrated and we might be doomed to the fate of the occupied countries of Europe; but we never gave up, and success finally crowned our work. The vital oil flowed in ever increasing quantities to the Navies, Armies, and Air Forces. This accomplishment will be forever a source of great satisfaction to all Lago men and women.

The new era before us has great opportunities for mankind but no certainties. God grant that we have learned something from the terrible experiences of the last 30 years and especially the last six. The destruction of material things has been enormous, and they can be replaced only by hard work and painstaking economic readjustment. However, this will be of no permanent value if our spiritual, ethical, and moral standards are not reconstructed on a higher plane. The restoration and expected elevation of our standard of living are of far lesser importance than the task of living together in peace and harmony.

We in Aruba are a small part of the world but we will have the same problems and uncertainties to face as everyone else. We have proven that we can accomplish great things under the pressure of war and I am hopeful that the challenge of the New Era will bring the same response of courage, hard work, common sense and tolerance for a lasting peace from Lago men and women that was shown here in war.

*G. Smith*



## "C.Y.I." Fls. 300 "C.Y.I."

M. D. Peterson of Laboratory No. 3 won an award of Fls. 80 from the Coin Your Ideas plan in July with an improved hookup of the pumps operating the 1 to 25-gallon and the 2-barrel stills. (These are used on crude evaluation tests for the Creole producers in Venezuela). Mr. Peterson is shown below drawing a sample on one of the stills.



M. D. Peterson

Top award of the month went to Percy Douglas, for his suggestion to change the system of supplying steam to the service water pumps at No. 2 Powerhouse. He has recently resigned and his award of Fls. 100 is being forwarded to him in Curaçao.

Other awards were: Two Fls. 10 awards to H. C. Bentham for suggested changes to Main office air conditioning system, also that the area under the ammonia receiver in the Dining Hall be concreted; C. E. Allchurch Fls. 15, review telephone numbers given in telephone boxes; Kelvin Lewis Fls. 15, install a telephone on the Main Dock; E. Tjin-Kam-Yet Fls. 10, facilitate handling of smothering steam valves — No. 8 Rerun still; Wesley Brown Fls. 15, use canvas from old army cots to make waiters' aprons; Jose Lacle Fls. 20, improved system to dispose of carbon skimmed from coolers at the Acid concentrators, Miss. A. Paesch Fls. 15, chicken wire protection for a check-out bin at the Laundry; Oscar N. Ramotor Fls. 10, remove telephone at Lago Club auditorium.

## "C.Y.I." Plan Revised To Include Awards for Supervisory Group

In a letter to department heads and general foremen August 17, General Manager L. G. Smith announced an extension of the Coin Your Ideas Plan which will enable supervisors previously excluded from the plan to receive "C.Y.I." awards under certain conditions.

In introducing the new departure, Mr. Smith wrote, in part:

"While supervisors are a part of Management and their responsibilities include the use of their experience, ingenuity and skill to improve operations under their control, we recognize that the scope of each one's responsibilities has limitations depending on his position in the organization. Many times supervisors have made good suggestions for the improvement of operations which are beyond their jurisdiction and we have been unable to give them any tangible recognition. To share such company savings and to reward supervisors for their adopted suggestions of this nature we are extending the Coin Your Ideas Plan with this in view."

The announcement goes on to give the detailed procedure to be followed, which includes the Executive Committee's taking final action on awards recommended by the "C.Y.I." Committee and the superintendent of the department where such an idea is put into use.

The next issue of the ARUBA ESSO NEWS will be distributed Friday, September 21. All copy must reach the editor in the Personnel building by Friday noon, September 14. Telephone 523

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For over half a century August 31 was a national holiday of general jubilation, the birthday of a well-loved queen. Then for five years it became a day of national unity and high resolve wherever there was a Netherlands flag, either at the top of a flagstaff or only in the hearts of a people under oppression.

In those tragic years the nation's unity had a rallying point in the House of Orange, as it has had for almost four centuries. Holland does not celebrate the day in 1579 when the Union of Utrecht was signed, becoming the charter of the United Netherlands, nor the date in 1581 when another great step was taken towards independence, nor a date in 1588 when the first battle was joined in the war of liberation. There are other anniversaries, like that of the restoration after the Napoleonic occupation in 1813.

With such a wealth of historic memories, the nation still concentrates on the last day of August, when, 65 years ago, a Princess was born to the House of Orange. Her family has been so close to all of Holland's history that it is naturally and voluntarily cherished and revered.

This year again August 31 becomes a day of celebration. For a long time to come it may not have the carefree feeling of pre-war years — there is too much personal tragedy in Holland's homes, as in homes everywhere — but it is again truly "The Queen's Birthday" that is being observed.

## SHIFT SCHEDULE-SEPTEMBER

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# NEWS AND VIEWS

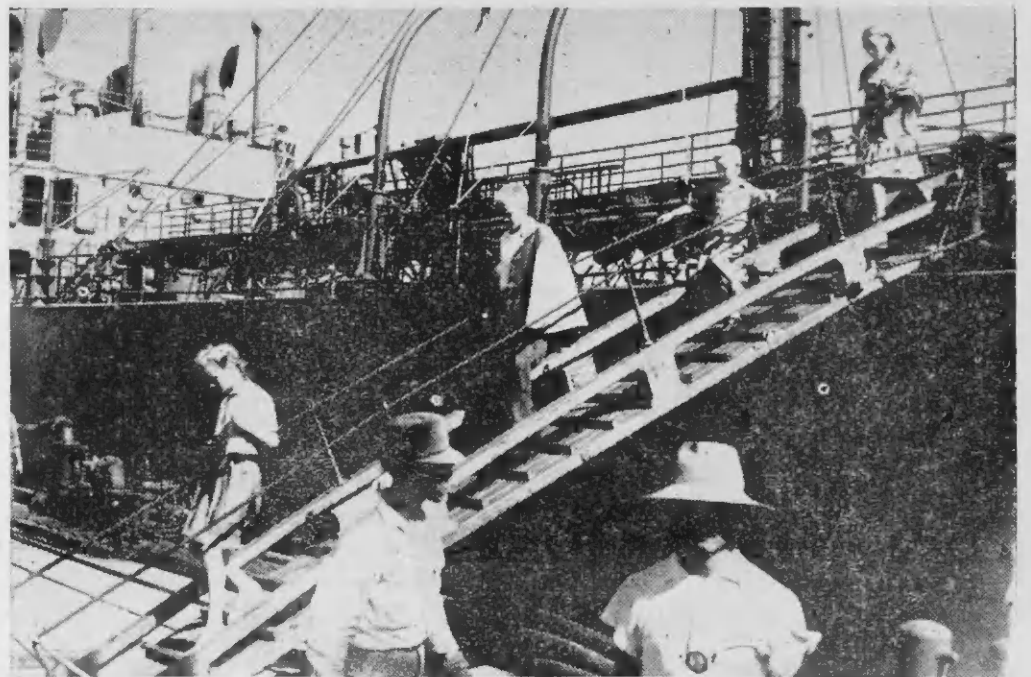
A former Lago kindergarden teacher and a group of her pupils "made" GLAMOUR magazine last month when that publication ran a two-page feature called "Strike Oil", suggesting opportunities for women in the oil industry. The article, which was prepared by Standard Oil's Public Relations Department, displayed ten photographs of Esso women at work ranging "from medicine to metallurgy". Lago's contribution, duplicated right, was a picture taken last November in the Community School's kindergarden. In front of the group are Alice Mae Easton and Maurine Daly; Millie Ann Crippen is serving "tea" to Tommy Watkins and Jimmy Morris; in back, wrestling with building blocks, are Brad Wease and Billy White. The teacher is Cornelia Stryker (now Mrs. Homer Waites).



Frank Eichhorn, below, was recently employed as assistant to the editor of the ARUBA ESSO NEWS. Frank is a former service man, with two and a half years in the Marines, including a six-months stretch on Guadalcanal. He was mustered out with a medical discharge in April, and came to Aruba August 4.



No one but fighting men had sailed the seas for so many years that these children made a little bit of history Thursday of last week as they trooped down the gangplank of the "Esso Bolivar". Gloria, Willaim, James, and Merlene Morris, they were the first Colony passengers to arrive by ship since December 7, 1941. (They were followed closely by their mother and by the Earl Carroll family, also "first passengers".)



## Organization Changes

J. D. Lykins, formerly of the Technical Service Department, has become a division superintendent in the Process Department supervising the Pressure Stills, Gas & Poly, and Hydro-Alky Departments.

Following this transfer, C. R. Greene has been appointed superintendent of the Process Division of T.S.D., J. L. Field replaces Mr. Greene as group head in the Process Design group, and J. M. Rosborough replaces Mr. Field as group head in the Process Control group, while H. C. Miller takes over Mr. Rosborough's duties in Laboratory No. 3. During Dr. J. Reid's absence, T. M. Binnion heads up the activities of Laboratory No. 3, with P. Rogers temporarily in charge of Laboratories No. 1 and 2. J. W. Price of T.S.D. has been transferred to the Pressure Stills Department on special assignment.

During the furlough absence of C. Berrisford, his duties as general foreman, Carpenter & Paint Department are being taken by S. Hartwick, with J. Pakozdi replacing Mr. Hartwick as assistant general foreman.

S. Sery replaces F. K. Perkins (who leaves Aruba in the near future) as group head in the Estimating and Coordinating group. During the furlough absence of W. B. Cundiff, N. B. Stahre will act as assistant chief engineer, G. D. Everett will act as group head in Design Drafting and Field Engineering, and R.V. Dorward assumes Mr. Everett's duties in the Structural and Architectural squad. L. D. McBurney and L. R. Seekins will divide the work of Equipment Inspection group head temporarily. During the furlough absence of F. Hayes, B. I. Klock will act as group head in the Piping squad.

Captain K. A. Hoglund is in charge of the Lago Police Department during the furlough of Chief G. B. Brook.

## NEW ARRIVALS

A son, Pedro, to Mr. and Mrs. Angelico Geerman, August 1.  
A son, Artie, to Mr. and Mrs. Orlando Wesenhagen, August 1.  
A son, Oswaldo Feliciano, to Mr. and Mrs. Pedro Van der Linde, August 5.  
A son, George Wayne, to Mr. and Mrs. George Nobrega, August 5.  
A son, Rudolfo, to Mr. and Mrs. Damiano Geerman, August 5.  
A daughter, Lila Cameron, to Mr. and Mrs. Thomas Leverock, August 6.  
A daughter, Britta Helen, to Mr. and Mrs. Percy Robles, August 6.  
A son, George Edwin, to Mr. and Mrs. Robert Marshall, August 6.  
A son, Rosemond Berrisford, to Mr. and Mrs. George Thomas, August 7.  
A son, Machiel Johan, to Mr. and Mrs. Aris Sonneveldt, August 7.  
A daughter, Lorenza Margarita, to Mr. and Mrs. Francisco Angela, August 10.  
A son, Filomeno, to Mr. and Mrs. Augustin Van Arnevan, August 11.  
A son, Roland, to Mr. and Mrs. Willem Van Aanholt, August 12.  
A daughter, Maria Helena, to Mr. and Mrs. Martinus Smit, August 15.  
A daughter, Bernice Viola, to Mr. and Mrs. James Bailey, August 17.  
A daughter, Violanda Hyacintha, to Mr. and Mrs. Hypolyto Tromp, August 17.  
A daughter, to Mr. and Mrs. James Singer, August 17.  
A son, Harold Kenneth, to Mr. and Mrs. Anthony Perrotte, August 19.  
A son, to Mr. and Mrs. Remigio Franken, August 20.  
A son, to Mr. and Mrs. Severinus Fernandes, August 20.  
A son, to Mr. and Mrs. Samuel Murray, August 20.  
A daughter, to Mr. and Mrs. Duinker, August 20.  
A daughter, to Mr. and Mrs. Thomas Wolfe, August 21.  
A son, to Mr. and Mrs. C. I. Leverock, August 22.  
A daughter, to Mr. and Mrs. J. McCauley, August 22.

According to an announcement in the Curacao press, the military censorship of mail and cables that has been in effect here since 1940 was discontinued August 18. Letters will no longer be censored even for foreign exchange control.

The Committee for the Supervision of Telephonic and Telegraphic Communication is still operating, but it is anticipated that it will also be discontinued soon.

## German Oil Industry Studied

The frantic efforts of the German oil industry to survive Allied bombings and the inferiority of its wartime products are revealed in a preliminary report by U. S. oil technologists, (including three S. O. (N. J.) men), studying refinery and production methods in Germany under the auspices of the Petroleum Administration for War.

Though the Germans used gasoline of lower octane rating in their ground transport than the Allied Armies, the greatest difference was seen in aviation gasoline. The Luftwaffe was forced to fly on 90 to 95 octane gasoline, while 100 octane rating was standard for all Allied aircraft.

The Nazis produced the ingredients for 100 octane gasoline, but not in sufficient quantity to bring all the gasoline they needed to that standard. The difference in quality gave our engines in combat a margin of performance that often meant victory instead of defeat.

The investigating group found little of value in France, since the Germans had not augmented French plants, and Nazi staffs retreated with the Wehrmacht taking records with them. In Germany, despite badly damaged plants, — most of which had been bombed out of production completely for several weeks before American forces reached them — information of considerable value was obtained.

Tons of records were recovered from ruined plants and microfilmed for removal to the United States for study. At one plant it was learned that a summary had been and buried to preserve the data for the future. This was recovered and the summary, neatly tabulating results of the voluminous records, was taken for study.

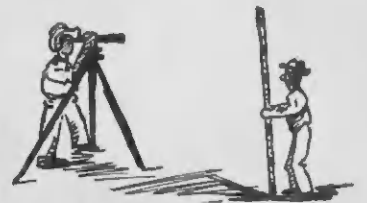
Several underground refineries had been substantially completed and were

## Esso-News

Paul Kuhl, who was head of the Technical Service Department here from 1932 to 1934, was appointed manager of Standard Oil Company of New Jersey's Southern East Coast refineries and the Baltimore Printing Plant this month.

He succeeds Merle Meacham, who died of a cerebral hemorrhage at Union Memorial Hospital, Baltimore, August 3.

The next issue of "The Lamp" magazine, to be distributed in the near future, will feature a series of watercolor paintings by Albert Dehn, depicting industrial and rural scenes in Venezuela. Mr. Dehn, a prominent watercolorist, recently made an extended visit to the country under the auspices of the Creole Petroleum Corporation.



about ready to start operation when the war ended, the group's investigation revealed. Their construction and location were discovered in enemy documents captured months before, but various uncertainties made it difficult for the Allies to determine the productive capacity of these refineries. Built in caves, abandoned mines and other natural and man-made shelters, they were difficult targets from the air and the only alternative was to destroy the railroads upon which they were dependent for raw materials.



# A Safer Aviation Gasoline

## Jersey Scientists Develop Flash-Resistant High-Octane Fuel

Hailed as what may be one of the most important technical advances in aviation — practical development of a high octane safety fuel for use in aircraft engines — was announced in New York last month with a demonstration of the new fuel's safety qualities by technicians of Standard Oil Company (New Jersey) and Pan American World Airways.

The new safety fuel provides a safety

factor which, aviation engineers say, will increase utilization of commercial aircraft by making refueling in air practical for long range operation. The fuel packs all the power of 100 octane gasoline, but it is so resistant to accidental ignition that a lighted match can be dropped into it without causing a fire.

Conventional motor and aviation gasolines ignite readily and burn rapidly

when spilled because of the inflammable vapors formed. The new fuel must be heated to more than 100 degrees Fahrenheit to produce enough vapors to ignite, thus eliminating the dangers of flash fire from fast-vaporizing gasoline that might be set off by a spark.

The practicability of the fuel was proven in tests on high-powered engines similar to those to be used by Pan American in the great postwar global Clippers. These tests indicated that on every score safety fuel delivered the same horsepower as the best high octane gasoline in use.

During its development a type of the Company's new fuel has been used to test fuel pipeline systems on airplane carriers. Its safer qualities have made it ideal for actual circulation tests while carriers were being built or repaired, without the danger of flash fires from the sparks of a welder's torch or static electricity. Safety fuel that has remained in the carrier's gasoline pipeline systems has blended safely with conventional octane gasoline and there has been no danger of a faulty mixture for the plane motors.

### Development began 13 years ago —

No matter what type of gasoline you want to think about, gasoline is still gasoline. Exposed to the air it forms highly inflammable vapors at normal temperatures, and because of this fact certain precautions must be taken in handling to minimize the possibility of its catching fire. There are occasions, however, when even normal precautions are not enough and then gasoline becomes a destructive, rather than a useful, material.

It was with this in mind that the Standard Oil Development Company went to work, as far back as 1932, to try to make a fuel which would have all the power characteristics of 100 octane gasoline but which would be as safe as kerosene to handle. (In contrast to kerosene's flash point of about 100°, ordinary 100 octane fuel has a flash point of 40° below Zero F.) The United States Navy, which at that time was doing considerable work with dirigibles, was very much interested in having a fuel of that type for use in airships.

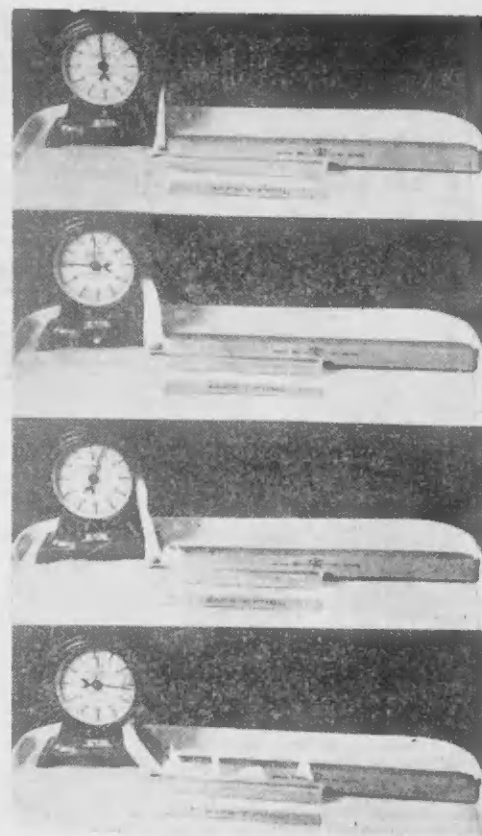
It was no problem to raise the flash point of aviation gasoline — all that was required was to lower its volatility characteristics so it did not evaporate so readily. However, in doing so Esso scientists immediately ran into two new problems: the new fuel would not run in conventional engines because of its lowered volatility, and changing the volatility by ordinary refining methods resulted in a serious and apparently unavoidable loss in octane quality, with resulting loss of power.

At the time, the first problem appeared difficult to solve, calling for either an entirely new type of carburetor or a new type of engine.

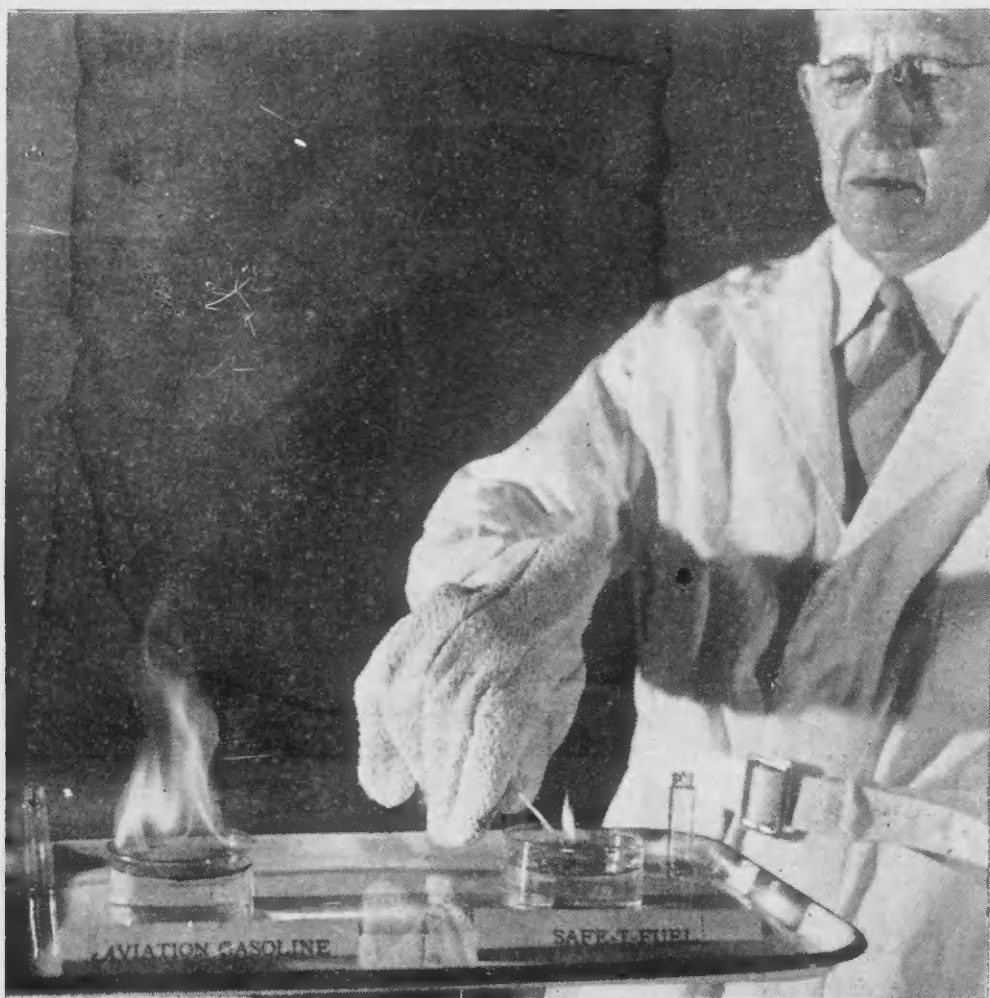
The new hydrogenation process, however, went far in answering the second problem — low octane quality, and they were able to produce a high octane, high flash aviation fuel for experimental purposes. It was produced, though, only at high cost, and the amount produced was very small.

The new fuel was furnished for test purposes to the Navy for use in dirigibles in 1932, and in March, 1934, a plane fueled with it was flown at Roosevelt Field on Long Island. At that time any commercial application appeared to be remote because of the high cost of manufacture and lack of refining equipment suitable for producing the new fuel in large volume.

By 1936 further advances had been made in manufacturing methods, and that year for the first time was produced a high flash gasoline which, so far

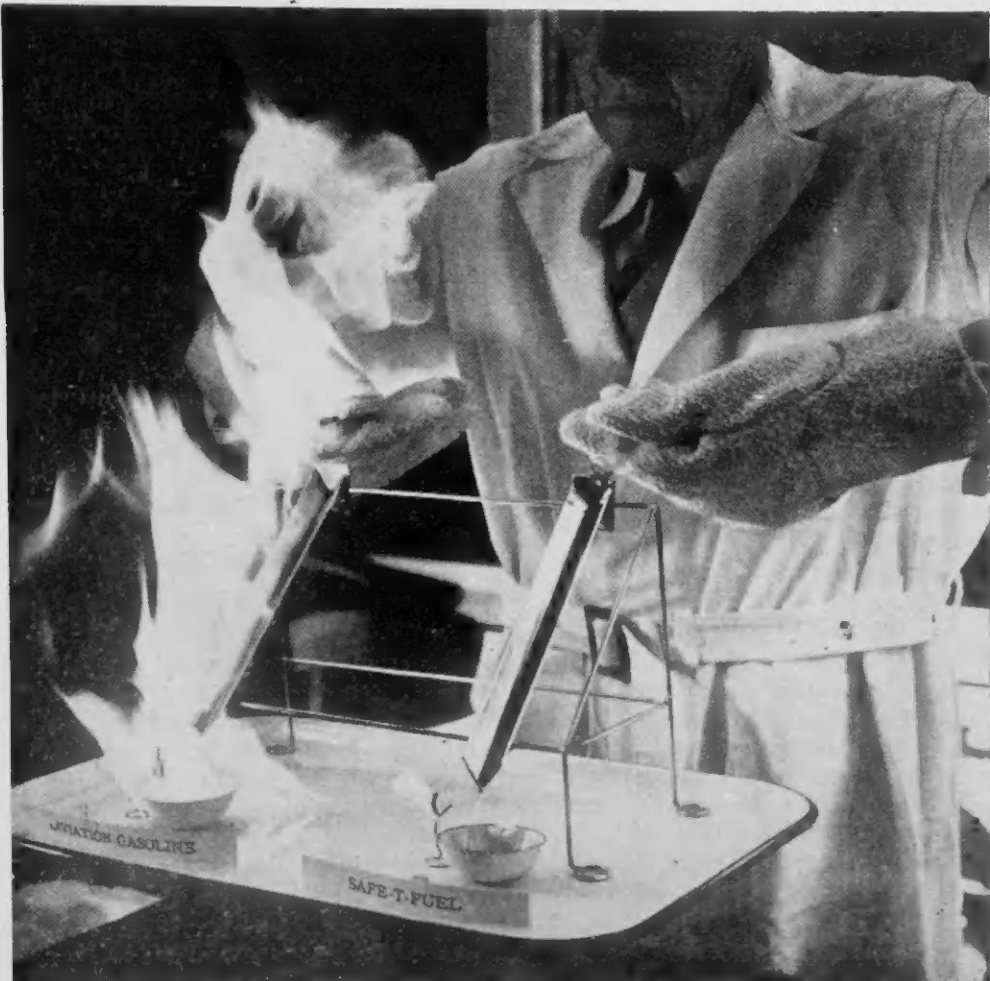


A major advantage of Standard's new safety aviation fuel is that it cannot be ignited by an open flame unless it is heated above 100° F. Another is that the rate at which the open flame spreads even after ignition is very slow. In the top picture the lighted taper at the end of the fuel tray burns as the stop watch is started. Forty-five seconds later, in the second photograph, the fuel has not started to burn. One minute and four seconds later the first flame appears as the vapors start to ignite (third photograph). It takes 12 more seconds for the flame to travel the length of the dish. If the fuel demonstrated were ordinary aviation gasoline it would instantaneously burst into flame as the taper was brought near it.



While regular aviation gasoline vapors blaze above the glass at the left, H. L. Thwaites of Esso's Research Division holds a lighted taper above the safety high octane aviation fuel at the right and no flames appear. The safety fuel would have to be heated above 100° F. before it would form inflammable vapors.

A burst of flaming 100 octane gasoline covers the fuel chute (below) as four cc. of the gasoline are poured past a burning wick. While the gasoline blazes on the left as the vapors are ignited, at the right an equal amount of safety fuel does not burn at all as it is poured past the flaming taper. If the small stream of safety gasoline was poured directly upon the blazing wick the flame would be extinguished.



as octane number was concerned, had the same general characteristics as present day 100 octane. The following year the U. S. Navy selected it for test purposes on aircraft carriers.

Also in 1937 the Army Air Corps carried out tests of the fuel under combat conditions. More recently these tests led to new and unexpected complications. With ordinary high octane gasoline, the vapors above the fuel inside the tanks are too rich to burn if the tank is pierced by an incendiary bullet. Of course, if the gasoline leaks outside the tank, the vapors then become highly inflammable, and this is one of the principal ways in which enemy planes not equipped with leak-proof tanks are brought down.

On the other hand, with the new safety fuel in the tanks, the vapors above the fuel are too lean to support combustion if an incendiary bullet hits. It developed during these and later Army tests, however, that incendiary hits may atomize enough gasoline in the vapor space so that an explosion similar to a dust explosion could occur. Explosions did occur during the Army tests, which discouraged adoption of the fuel for combat use.

Thus for several reasons the aircraft industry took a turn away from the experimental development of safety fuel at that time (operating requirements in commercial airline engines, disadvantages in combat operations, etc.). As a result, work to apply safety fuel commercially came to a halt during the war period. All Company energies were concentrated on turning out increased quantities of regular 100 octane, synthetic toluene, synthetic rubber, and other essential wartime products.

The war has brought about several important changes in the situation which greatly affect ability to make a safe, high flash, high octane aviation fuel in large volume for commercial use after the war. One of these changes has been in the field of petroleum technology, and the other involves new developments in the fuel injection field.

As a result of stepped-up war production, Standard and others in the industry have available large quantities of potential components for this new fuel which previously were scarce. As for fuel injection engines, important strides have been made during the war period.

Safety high octane gasoline is particularly adapted to the requirements of the long range aircraft that will be carrying passengers and freight in new volume over the oceans and the continents. It will be a major factor in the coming great era of aviation.



Concert at U.N.I.A. Hall Features Amateur Talent With Thirty Acts

The U. N. I. A. Hall in San Nicolas was the scene of great applause on Saturday, August 18. For inside, with the Silver Rhythm Band providing the music, was held the first concert of the United Negro Improvement Association in this area. Eric Gairy of the Instrument Dept., an instructor in U. N. I. A.'s Night School Unit, explained that the show was for the raising of funds to improve the School's accommodation.

Some impressions of the evening contributed by a spectator: "This concert was one of the best ever produced in the vicinity of San Nicolas. The three Rhumba Queens, Senoritas Ramona, Ida and Paulina, displayed great flexibility in their dances, especially with their rubberlike waists and graceful movements. The girls were appropriately costumed in expensive outfits especially made for the purpose. Miss Paulina held the audience spellbound as she danced her Indian Dance, she also was very enticing when she danced the Tango with Rochester. These three young ladies are among the best jive dancers on the island. G. Sealy of Trinidad sang "This Is a Lovely Way To Spend An Evening" and "Two Dreams Met", and impressed the audience as being a professional singer. The tap dancers were the local Bill Robinson (Fred Reefer of Trinidad) and Starke also of Trinidad. They were really hot. There were in all 30 singing and dancing numbers and they were all well executed. Among the high spots during the evening was the appearance of the local Cab Calloway (Eric Gairy of the Instrument Dept.) attired in a complete zoot suit. Gairy was good and it is said he has one of the best and fastest pairs of feet on the island."

From the formation of the 'V' and the singing of the opening song, "Miscellaneous Dancing League" to the finale, the whole set of numbers was well received.

Baseball Standings Shifted As Service Teams Drop out

At the present writing the standings in the baseball league have been changed by the withdrawal of both Battery teams. These outfits had been leading the league up until the time they dropped out. Biggest gainer in the resulting mixup of standings was Savaneta. With a fifth place .500 in he old set-up, they came up to the lead holding a .714 average in the new.

Another jump in the percentage column put the .500 Garage team (tied with Savaneta) up to three way tie for second place in the new standings. With Dutch Army remaining the same and San Lucas moving up a notch, the .667 second place knot was created.

These changes are only temporary, however, for the games of August 26 and September 2 have neither been recorded nor played for that matter, as this is written. Possibility of terrific upset looms though as the set-up of the schedule is such that practically anything can happen and might.



Football

August 2	
San Nicolas Juniors	6
POVA	2
August 5	
Aruba Juniors	4
San Nicolas Juniors	1
August 19	
Hollandia	1
Bolivar	0

Baseball Season Nears End With Savaneta in Lead

STANDINGS  
(Through games of August 19)

	Played	Won	Lost	Pct.
Savaneta	7	5	2	.714
Garage	6	4	2	.667
San Lucas	6	4	2	.667
Dutch Army	6	4	2	.667
Cerveceria	6	3	3	.500
Cafenol	6	2	4	.333
Dodgers	5	1	4	.200
Venezuela	6	1	5	.167

SCORES

August 5

Battery 253*	4
Savaneta	1
Garage	11
Cafenol	1
San Lucas	13
Dodgers	4
Battery 814*	6
Venezuela	1

August 12

Battery 814*	7
Dodgers	1
Battery 253*	4
Venezuela	2
Cerveceria	7
Cafenol	3
Savaneta	6
Dutch Army	0

August 19

Venezuela	8
Garage	6
Savaneta	4
Cerveceria	2
Dutch Army	7
Cafenol	4

\* Not included in standings

A feature game of the week was the tilt between Venezuela and Esso Garage, on August 19th.

Venezuela got off to an early lead of 2 — 0, Garage then came pounding up from behind and tied it up at 2 — 2. At mid-game Garage had moved out into the lead and it was now 5 — 2. By the 7th. frame the Garage lads thought they had the contest pretty well in the bag the score now being 6 — 4. In the 9th., however Venezuela came back strong in the midst of a storm of their own hits and opposition errors and smashed across 4 runs to regain the lead at 8 — 6. That was the way it ended, with Venezuela making the final two outs with a sizzling double play to win their first game of the season against a strong Garage team.

Un juego muy interesante se desarrollo el Esso Garage. El Venezuela anota rolló el 19 de agosto entre el Venezuela las 2 primeras carreras, pero el Garage en seguida consigue el empate y tenemos 2—2. En la mitad del juego el Garage se adelanta con 5—2. En el séptimo "inning" los del Garage ya consideraban el juego suyo, siendo el "score" 6—4, en el noveno, sinembargo, el Venezuela se lanza con fuerza y en medio de una tempestad de "hits" y errores por par te del oponente, anota 4 carras mas, poniendose de nuevo a la cabeza por 8—6. Asi termino el juego haciendo el Venezuela los dos ultimos "outs" con un doble play maravilloso.

Esta fué la primera vez que el Venezuela, derrotando al fuerte "team" del Garage, se acreditó la primera victoria en esta temporada.

Near the top of the heap and still with a good chance to take the top honors is the Esso Garage team, shown at right. In the back row, left to right are Bill Dowers, Kaiser Lagran, Albert Nichols (captain), Tomasito Foy, Jose Ponce; front row, George Laveist, Ramon Portes, Jose Herrera, Miguel Felipe, Joseph Wilson.



Above is the volunteer committde that did the work that kept the balls flying in the baseball league. Left to right are Edney Huckleman of the Dispensary, Raul Montalvo of the U.S. Army, and Leonaris Cooper of Personnel. The pup, which belongs to the soldier, wears regulation Army "dog tags" which in this case are really dog tags. They are inscribed with his name, Terry.



Shown above is Venezuela, which broke into the win column August 19 with a surprise victory over the strong Garage team. In the back row are Rene Aparisio, Carlos Hernandez, Raul Aparisio (captain), and Pedro Rodriguez. In front are Uvaldo Prieto, Carlo Chiquito, Lionel Harms, and Rafael Romero. (The little fellow all the way in front is Oswaldo Poleo, mascot). Leo Kulperl is also a member of the team but is not in the picture.



The Dodgers, with several inexperienced players in the lineup, have been gaining experience rapidly and can expect to do better in the next league. The players in back are Wilmer Holliger, Goffrey Holliger, Juan Perez, Martin Romney (captain), William Brooks, Rosendo Tyson, and Gregory Hodge. Down in front are Joseph Patterson, Thomas Lake, Enrique Thomas, James Gibbs, Wilbert Chittick, and Albert Baker.





## SERVICE SLANTS

A recent mail brought news to Frank Scott of the Training Division, news of the "now it can be told" variety. It was a letter from his Navy son Jim, and it reads like yesterday's newsreel:

"Our cargo upon leaving Pearl Harbor in January consisted of war materials and Admiral Nimitz's staff. Our destination was Guam — our escort a destroyer, which viewing the importance of our cargo and the fact that Jap subs were supposedly active in this area was disappointing to me. Should have had another tin-can!

At Guam there were a lot of wrecked Jap planes. A few sunken ships dotted the harbor. Nimitz's staff set up their headquarters on Guam.

Leaving Guam for Ulethi a destroyer-escort took the place of our destroyer. The nearer we got to enemy waters the smaller our escort. The latter part of February CB's came aboard with their equipment and we set out for Leyte. Our escort for this jaunt had now fallen to a small mine sweeper.

'Twas at Leyte that the first Jap bombers initiated the Drew to modern warfare. For the month we were there general-quarters was sounded every night, at least once.

About the 15th. of March invasion troops began to come aboard — tons of depth charges were loaded into No. 1 hatch. I slept in the compartment aft of the piles of powder and believe me I had a hard time getting to sleep the first few nights. After that it became more or less of a habit and soon ceased to be bothersome at all.

The convoy left Leyte in time to get to Okinawa six days ahead of the scheduled invasion on April 1st. In preparation for our landing on Keramo Retto (Aka Shima) machine guns were mounted on the rails at various places and hand grenades were made available to combat possible suicide boats and swimmers.

The objective was reached at 6 a.m. in the morning — I expected to see ships, planes, swimmers, suicide boats, — the whole works, but nothing happened for the first 24 hours. The second day a few things began to happen, dive bombers attacked positions on the various islands and gunboats were doing their stuff. A few wounded soldiers also came back from the beach. The first air raid, I think, came on the morning of the second day.

A few mines were apparently dropped from some of the planes for a ship in the lane next to ours took one in the bow. I was sitting in the radio shack and could feel the concussion of the explosion. A Jap suicide plane flew over our ship and was downed by destroyer fire about ½ mile away. "It was close enough to touch" became the common expression the next day. And so it went for five nights — each night a little worse than the previous one. One night three ships were sunk and the flagship



took a plane on her bridge killing most of the ship's officers. The night of the fifth day our ship had to stay at anchor to unload the depth charges — we were up most of the night "sweating it out". An LST next to our ship received a direct hit and the crew had to abandon it. It became the usual procedure to stay up all night and to sleep in the daytime.

The day before we pulled out the raids were particularly heavy and a destroyer in our vicinity took two suicide planes at the same time. Two hours later she came alongside our ship to receive help and I had to go aboard to salvage any workable radio gear. The ship was really a mess, one plane hit the communications shack and reduced it to a shambles — the other one hit the mess-hall and a considerable number of men were killed while eating breakfast. The all clear signal had been given over the area previous to this attack and where the two planes came from is a mystery. I counted 15 dead on the deck and almost became sick when we found the only available place to work on the radio gear was between two of the dead. Some of the men were so shocked that they just sat on the deck apparently not seeing anything and not hearing anything. I met the captain before I left and as I was getting ready to leave he wished me good luck! Coming from him after all he had just been through really meant something.

It was the 1st. of April by now and the big invasion of Okinawa had begun. We stayed in the area several more weeks and nightly air raids became the scourge...

...So you can see, although we didn't go through a lot of action, the taste of it was at least ours. I don't have any desire to go through it again.

And that, I guess is that".

Reserve Sergeant Ewald P. Van West who was a fireman on the pressure stills up until the time he left the Company to enter the service writes to the Personnel department from London.

Ewald, a Sergeant-Observer for four



Ewald van West

months now and on his way to a commission, says that his training has been practically completed with the exception of a few odds and ends and he is quite enthusiastic about getting out to the Pacific and at the Japs.

His training was primarily in Navigation and Bombing but his course included time spent in learning Radio operation and Air-gunnery which would make him a valuable member of any air crew.

Ewald's next step was to have been a transfer from England to the Bahamas for eight weeks training with B-24 Liberators. Following this he was to go to the Pacific for service as a sub-lieutenant attached to the Dutch Fleet Air Arm, a plan that may or may not be altered by peace in the Pacific.

## LONG SERVICE AWARDS

August, 1945 — 20-Year Buttons



Above is Juan deCuba, first employed August 25, 1925. After early service with the Pipe Department he transferred to the Storehouse when that department took over salvage operations.



Karl Moglund (above) joined the Company as a seaman July 16, 1924. He came ashore here May 16, 1930, working first as a truckdriver. On December 9 of the same year he joined the Watching Department, and is now Captain in the recently renamed Lago Police Department.

Juan Emers (at left) has been an employee since working on the lake tankers "Invercorrie" and "Inverrosa" from October, 1925 to January, 1926, he transferred to the shore staff as a boatswain in Marine Wharves, and his service since then has been continuous in that department.

### Retired S. O. Chairman Endows Scholarship Fund for Employees

Employees and their children, and those of annuitants of the Jersey Standard family of companies, are eligible for a group of scholarships recently announced by the Trustees of the Teagle Foundation, Inc. The scholarships provide funds for study at Cornell, Massachusetts Institute of Technology, and Harvard Business School.

Endowed by Walter C. Teagle, retired chairman of the board of Standard Oil Company (New Jersey), the scholarships will be awarded on the basis of scholastic attainment, character and other personal qualifications.

They are not restricted to any field of study but may be used for either undergraduate or graduate work in whatever fields the holder may choose.

Each scholarship carries a minimum value to cover tuition and fees, and, varying with the needs of the successful candidates, an additional amount to cover personal expenses. Employees with at least one year's service with Jersey Standard companies, including war veterans, are eligible, as are sons and daughters of employees with at least three year's service, and children of retired employees.

Applications, which ordinarily must be made six months in advance, should be made immediately by candidates wishing to commence the 1945 fall college terms. Application blanks may be had on request to The Teagle Foundation, Inc., Room 1538, 30 Rockefeller Plaza, New York 20, N.Y.

In a letter to Eugene Holman announcing the scholarships, Mr. Teagle expressed his hope that many Jersey Standard persons will take advantage of this unusual opportunity. Mr. Teagle said:

"It is our hope that a representative group of young Standard Oil people will find in this offer an opportunity to qualify themselves for broader careers. There is no obligation upon successful candidates to pursue these careers either with the company or in the petroleum industry. They may have aspirations to major in law, medicine, or literature. They may wish to become engineers, teachers, or ministers. The Foundation attaches no restriction beyond those usual to holders of college scholarships."

### 10-Year Buttons

Rafael Martinez	Drydock
Mamerto Albertus	Drydock
Thomas Wouters	Drydock
Mitchell v. Heyningen	Col. Maint.
Bertie Viapree	Machinist
Alfred Spanner	R. & S.
William Cundiff	T.S.D.
Gideon Rathnum	T.S.D.

### Refineria ta Alcanzá Record di Produccion

Lago tabata produciendo pa victoria te ora victoria tabata confirmá, y empleadonan di Lago a alcanzá un record nobo di produccion net riba e dia cu Japon g rendi.

Durante e 24 horanan promé cu e mainta cu nan a anuncia paz, dia 14 di Agosto, nan a produci un total di 359,481 baril di azeta (crude) y di es moda nan a alcanza e record di mas halto pa e refineria aki y probablemente pa cualkier otro refineria di mundo. E record promé cu esaki tabata 351,221 baril dia 24 di Juli di e anja aki.

Tanto cargamento di vapornan como produccion a yega na top ora cu guerra a yega na su fin. Durante e 6 dianan prome cu dia di Victoria riba Japon, Departamentonan di Marine y di Receiving & Shipping a carga 26 vapor, sumando un total di 2,261,474 baril.

### Lago ta Empleá Soldánan Demobilizá

Awor cu nan ta demobilizando fuerzan militar na Sabaneta Kamp (mas o menos 150 soldá pa luna) Compania ta ofrece trabao na e soldánan retirá.

Den e dos ultimo simannan mas di 90 a cuminsa traha, y di e 90 mas o menos un tercer parti ta empleadonan cu a bolbe despues di leave of absence pa nan dreña dienst.

Cada un di nan ta worde entrevistá individualmente y nan ta tuma nota di toer loque e soldanan a sinja durante e tempo cu nan tabata den dienst pa por utilizá nan destreza pa e trabao cu nan lo hanja. Toer esfuerzo ta worde haci pa duna nan trabao mas pronto cu ta posibel, y nan tin prioridad riba otro aplicantenan pa hanja jobnan cu nan tin capacidad pa haci.

Algun cien soldá mas lo hanja oferta pa trabao durante e dos lunanan cu ta bini.



Above is a photograph of Pfc. Whitney C. Colby Jr., who was killed in France early this year. Whitney Jr., who was the son of Lago's former industrial relations manager, was first reported missing in action in January, after being overseas only two months, and it was not until shortly before V-E Day that his death was confirmed by the War Department.